OVER THROWN.

CONTINUED FROM THIRD PAGE.

dirty fragments of paper, the little groups and cliques of buy ers and sellers, huddled close together and egeries, with outstretched index fingers, taking of making blds; the hurrying office boys; the yells and shouts of "bears" and "buils"—all this, so familiar to the eye of a New Yorket, was much the same as ever, except that the crowd was bright and an anxious or excited with excitation at the prospect of soon realizing their rains, betrayed a more than common interest in the fortunes of the hour, and marked our the wights who were especially interested in the struggle. But this part of the story is sufficiently written in the figures and quotations of the financial column.

It ought not to be forgotten, either, that our English cousins, who now appear to "stand some schow of getting at their own again, were, frequently commented upon. Every man who had some scheme that needed only English gold to set it going rejoiced in the prospect of a renewal of European confidence in the triumph of, justice and right in America. And now and then you ran across a thoughtful man who would tell you that at has the carnival of legal plunder, of which New York for the last ten years—since the beginning of the war—has seen the scene, and at length ended. The fall of Gould was nearly at that remained to complete the reformation of the city, he would tell you. But time none can determine the correctness of this yiew.

ERIE IN ALBANY.

Refreshing Drops from the Great Railroad Bubble.

Excitement in the Legislature and Consternation of the Lobby-The Last Hope of Impecunious and Venal Members Fading Away-Is Lobbying a Failure !- Is Caucussing Played Out?

ALBANY, March 11, 1872. The excitement this evening among the members ceived from New York relative to the deposition of ceived from New York Feithive to the deposition of Gould from the presidency of the Eric Railway is meane. All sorts of rumors were set affoat about the matter, and as the evening newspaper of this little village contained nothing whatever in their New York despatches to confirm the information certain parties here had received privately by telegraph, there was a general eagerness on all sides to ascertain the actual facts con-APPAIRS AT THE GRAND OPERA HOUSE.

When the later train arrived with the latest caltions of the New York papers containing the par-ticulars of the meeting of the Board of Directors there was a general rush for the new arrivals, and everybody who was known to have been in New York during the afternoon was seized upon and pumped dry as to all he knew and had heard while in town about the action of the Board. When if became known that the rumors which had prevailed during the early part of the evening con-cerning the deposition of Gould were founded on fact, the excitement became, if possible, greater than before, and Erle is now the great theme

than before, and Erle is now the great theme of conversation and discussion among the lobbytsts and memoers all over town! There were many who occaved at irst, when they heard the news, that the whole thing was

A PUT UP JOB

on the part of Gould, and that the Board, notwithstanding their action in his regard, were really working in concert with him to pull wool over the eyes of the people hereabouts, who are carefully watching every move the Ring is making to defeat the bills for the overthrow of the present managers of the road. It was their idea that Gould had done what he had simply to give his supporters in the Legislature a good pretext to vote against the O'Brien or Southmayd bill, and at the same time avoid all suspiction of having been bought. It was surmised that the members who were airaid to vote for the bill while the Ring openly opposing it had been posted by Gould as to the dodge he was practicing, and that, he being apparently sicked out, they could with a good show of reason vote against the measure, basing their opposition on the ground that, as the road had been placed in the hands of such men as Generals Dix and McClellan, they would be doing a great-injustice to the new Comptroller to help in passing the bill. This hae of argument was knocked in the head, however, by several prominent pointicians from New York who arrived late to-night and who asserted that the action of the Board of Directors was

NOT A PUT UP JOB.

stock job bring deot. I wil give you a rescript of one change with the proposition on the ground that a the road had been placed to the hands of such men as scenerals Dix and the cleilan, they would be doung a great injustice to the new Comptroller to help in passing the bill. This lance of argument was knocked in the head, however, by Several prominent politicians from New York who arrived late to-inglit and who asserted that the action of the Board of Directors was

and that Gould had no hand whatever in bringing it about; that in point of fact the determination their confidence.

And that Gould had no hand whatever in bringing it about; that in point of fact the determination their confidence.

Junging from the general talk in regard to Gould's "walfall, Erle matters will be in considerable of a muddle for a lev days to come. It is conceded, however, that the O'Brien bill of the bill similar to it if the Jiouse will certainly pass, and that the action of the directors in ousning food will only increase its chance of a speedy passage, lastend for the rest in the bill, so that they could to increase these mysterious "legal expenses" of the Town of the rest in the point of the directors in ousning food will only increase its chance of a speedy passage, lastend for the rest and the second to keep peace it from now that the end of the second to keep peace it from now that the end of the second to keep peace it from now that the end of the second to keep peace it from now that the end of the second to keep peace it from now that the end of the second to keep peace it from now that the end of the second to keep peace it from now that the end of the second to keep peace it from now that the end of the second to keep peace it from now the peace it is not to come, when the keep and the peace of the rest of the peace of th

AN LD FOX OF THE ERIE RING.

Ex-President Ramsey, of the Albany and and Susquebanna Railroad, Denounces Jay Gould as a Rascal-He Asserts that the Eric Ring Have Robbed the Stockholder

We are sitting in a room in the Delavan House, Albany; the Herald commissioner and Mr. Joseph H. Ramsey, the bitterest foe of the Eric Ring in the United States. Through the window we could see the Hudson, frozen fast, with people crossing to and fro, and through the night came the sound of the railroad whistie and the roar of the trains going over the whistic and the roar of the trains going over the bridge. Mr. Ramsey is a little, gray-headed, sallow faced gentieman, weighing about one hundred and fifteen pounds, with a very bright eye, and, on this occasion, he was dressed in dark clothes and were a black sack overcoat. Mr. Ramsey, like many other men in this great, glorious and free republic, has a history. Three vears ago there occurred one of the blitterest rational fights that ever was known on this Continent. Joseph it. Ramsey, President of the Albany and Susquehanna Ranfoad, was a principal of the first part, and James Fisk, sr., with Jay Gould, the great Erie bandit, were principals of the second part.

The Erie Ralifoad Ring had endeavored to get the Erie Ralifoad Ring had endeavored to get the front at the beginning of the fight. The stockholders and directors of the Albany and Susquehanna road were paraiyzed at the audacity and impudence of the Erie Ring. Consequently they made no fight whatever, and Ramsey had to bear the heat and burden of the day. There was one exception—an honorable one—als hame was Vanvolkenburgh, su officer of the Albany and Susquehanna Ralifoad.

Violence To Fisk, JR. bridge. Mr. Ramsey is a little, gray-headed, sallow

mi officer of the Albany and Susquehama Raliroad.

VIOLENCE TO FISE, JR.

Coming into contact one day with Colonel Fisk,
he seizes him by the shoulders and threw him
bodily out of his office. Fisk, like the youth in the
"Decameron," "came no more that day," For
months the courts were full of the Albany and Susquehanna-sirie fight. Infunctions were issued
inth and left, darnard working like a beaver in
New York and Judge Feckham going him one
better incescantly at Albany. Shares were
sold and shares were bought, and there
was general confusion among the combatants.
A GRAVEYARD.

The Eric Hing manufactured a report that Ramsey
had includen the transfer books in a graveyard,
corled ten feet deep; but on every day of the fightflamecy came to the scratch freen as a daisy. Fisk
infined and Gould mined, but Ramsey countermined them both. Finally the great struggle
was had at Hoomester, and, Judge E. Darwin Smith
decoded the interminable contest in favor of Ramsey, who, as I sain before, weights but 115 pounds.
To this man—the only one who had ever beaten the
Eric Ring by stratagem or fair fight—I came to get
information about this infamings raliway cabal.

EAMSEY RECUTES HIS STORY.

Mr. Ramsey very quietly took on his coat in my
room, sat down, put his spectacles on his coat in my

puned out his papers, notes and references. I like I to look at the little fellow, he was so cool and self-possessed, although there was a red-hot coal fire burning in the grate.

"You know Jay Gould?" I said.

"I know of him," replied the little mar was a tanner in early like—that was his! "He was a tanner in early like—that was his!" "He was a tanner in early like—that was his!" "Ade—and had charge of a tannery for Colone! "Ado—and that the said is a cool of a tannery for Colone!" "Attention of the said is a said in the said i

The lifele man brightened up and answered:—"I suppose we might as well proceed to that at once. In the fall of 1867 Gould, Eldridge and Pisk obtained by purchase a great number of proxies for the purpose of controlling the election of directors in the Eric Railroad for that year. Eldridge, who was a keeu fellow, was interested in obtaining and from the Eric Ring for his Boston, Hartford and Fishkill Resiroad project."

To help him, he got Gould and Fisk to work in a melarious way. Fisk and Gould had been in the habit of obtaining proxies for Daniel Drew; the proxies were obtained and sold by Fisk to Gould and Eldridge. In this villanous way they carried the election. The old Board was turned out, in which was included Daniel Drew. One of the members of the Board, however, resigned and Daniel Drew was elected in his place. These stockjobbing wretches thus gained control of that great property."

property."

"Can you tell me, Mr. Ramsey, something about the great issee of convertible bonds at that time?"

"Yea," safe the little man Ramsey, "I can. There were ten militons of convertible bonds issued at the time they were the subject of the Vanderbill litigation. The issue of the ten millions, it was claimed, was for the purpose of double-tracking, making repairs, and for increasing the rolling stock of the road. Mr. Riddle, the chief engineer of the road, mate an estimate for all this improvement of the road at \$0,000,000. The statute only permitted the issue of these convertible bonds for such purposes as I have named."

FIVE MILLIONS AT A JUMP.

made an estimate for all this improvement of the road at \$5,000,000. The statute only permitted the issue of these convertible bonds for such purposes as I have named."

"What became of this great sum represented by the bonds?" I asked.

"The bonds were sold," he answered, "and the stock was put on the market when the stock was selling between soventy and eighty. The stock was selling between soventy and eighty. The stock was selling between soventy and eighty. The stock was in the hands of Drew, the Treasurer."

"Was there any question about this issue of stock?"

"Yes, there arose a great dispute as to the validity of the bonds and stock thus issued. An application was made to the Legislature of leus to legalize the same, and the bill was passed legalizing the proceeds by the provision of the act for double-tracking the road; but the act did not confer any other power than that specified in the worling; the proceeds were paid by Drew as treasurer to Jay Gould, who was also a treasurer."

"Most undoubleddy. It was a violation of the statute then made by winch Jay Gould, as Treasurer of the Eric road, paid over to Eldridge, who was also a President of the Boston and Frishkill road, four millions of the proceeds of the issue of ten millions. This was to help Eldridge's road, the stock of which had then no market value."

"What dieldridge then do?"

"What dieldridge then do?"

"What dieldridge then do?"

"What all Eldridge the same time. Eldridge, having got the money in this unjust way, resigned his position as President of the Boston, Hartford and Fishkill Railroad at the same time. Eldridge, having got the money in this unjust way, resigned his position as President of the Eric Railroad, still retaining his position as Treasurer, a thing that is not known on this Continent. There is no such other case in this couldry where the offices of president and treasurer are combined in one person, and it is all the more extraordinary when it occurs in a great and powerful corporation like the Eric Railroad Company."

"

terests of the Eric Railroad Company. In the minds of these young men there was a jumple of Eric, opera singers, ballet girls, passenger trains and way stations."

"Well, what resulted after this?"

"Well, what resulted after this?"

"Well, what resulted after this?"

"I wish to correct myself in regard to the amount which Eldridge received from Gould. I said that it was \$4,000,000; instead it was \$6,000,000. Gould received for this \$5,000,000 those Fishkill bonds to which I referred. A portion of these bonds were endorsed by the Eric Railroad company, and were negotiated by Gould and Fisk, and the proceeds were used in building a road from Carbondaie to Susquehanna, Pa.

ANOTHER RAILWAY SCHEME OF GOULD'S.

This road was known as the Jefferson Railway, wholly built out of the five millions of Fishkil bonds endorsed by the Eric Railway. This proceeding, as any lawyer will tell you, was entirely without warrant and wholly lilegal. After the completion of that road Gould and Fisk personally divided \$2,000,000 of the Jefferson Railroad stock, each taking one-half. The executors of Fish's estate, not more than ten days ago, were trying to make sale of this Jefferson stock as a part of his estate. Each share of it at par would be vained at \$100 in New York. Mr. Oliphant, President of the Delaware and Hudson Canal Company, I have heard, was offered some of this stock."

Canal Company, I have heard, was offered some of this stock."
GOULD TRIES TO TAKE AWAY MRS. FISR'S ESTATE. "Have you heard any rumor that Gould was lately endeavoring to wrong Mrs. Lucy Fisk by manipulating Narragansett stock?"
"I cannot answer that question."
"Have you heard a rumor that Mrs. Fisk, being unable to pay very lage bills which came in to her after the death of her nusband, had been entrapped into selling one-quarter of the stock of the Elmira Rolling Mill left to her in Colonel Fisk's Will?"

Into seiling one-quarter of the stock of the Elmira Roding Shill left to her in Colonel Fisk's will; "
RAMSAY REPUEST TO "RISE AND EXPLAIN."
"I have heard many rumors of the kind, but cannot certify to their truth."
"What further of the \$10,000,000?
"Stambly that the entire jamount was misappropriated and converted to the use of Gould, Fisk and Eldridge. Not content with this, Gould, in person, commenced to increase the convertible bonds without the least shadow of authority, and converted them into stock until the common and preferred stock of the road, from \$35,000,000, was increased to \$75,000,000 put on the market and sold before the public and any knowledge of this enormous increase. Those purchasing at the time supposed that they were purchasing some of the ordinary common stock of the company issued to an extent authorized by law."

How the stock swindling was Managed.
"Mr. Ramsey, many of the readers of the Herald are puzzled to know what the process is by which stock is issued."

"Well, in this instance the bonds were issued by Gould, President and Treasurer, mind you, of the Erle road, to his own brokers' firm, Smith, Gould & Martin. He was the 'Gould' of the firm, Smith, Gould & Martin. He was the 'Gould' of the firm of brokers in his employ, and by tacm converted into stock and placed upon the Slock ledger of the Frie road in the name of his own brokers' firm and the others employed by him."

"Will son give me the details of the process?"

the name of his own brokers' firm and the others employed by him."
"Will you give me the details of the process?"
"It was done mostly in certificates of ten Shares each, which were endorsed in the usual form and put into circulation."
"Did this manocuvring affect the English stock-holders?"
A FORTY MILLION BOBBERY BY THE ERIE RING.
"Most undoubtedly it did; about \$40,000,000 of this stock found its way into the hands of English stockholders before the extent of the enormous and fraudulent issue was known. The stock had been thrown out of the Board before this, and Gould, for

entrose of getting it put on the Board, was belied to disclose the extent of the fraudulent

Appelied to disclose the extent of the Iraudulent issue. I refer you to the published resolution of the Stock Exchange on that occasion, as follows:—

Resolved, That on and after the Bist of July 1859, this Board will not call or deal in any active speculative stock of any company a registry of whose stock is not kept in some responsible shark or this company or other registry of the number of shares so entrusied to be registered; and shall not give at least thirty days' notice through the newspapers and in writing to the President of this Board of any intended increase of the number of shares, either direct or through an issue of convertible bends; and shall not at the same time give notice of the object for which such issue of stock or bonds is about to be made.

"Have you any definite idea, Mr. Ramsey, of the amount of stock issued in this way by Jay Gould and his fellow rascals?"

"Well," said the little old gentleman, "I cannot say exactly; Jay Gould in his trade of tanning must have learned some very sharp tricks, Up to September, 1869, thieves had increased the Eric stock to \$70,000,000, marking the preferred and common stock reach \$78,503,010. Upong an increase in addition to the \$10,000,000 of \$35,735,000, which since has been increased, and was, according to the last report of 1871, \$86,535,010. I do not know how much they have issued since September 30, 1871—God only knows, these bandits are capable of anything—but their career will be a short one, for their downfall is very near," and here the old gentleman smacked his lips with goodnatured glee.

"How much money do you suppose did this Ring

take from the road or fail to account for in their books?"

A GIGANTIC ROBBERY.

"I can give you the exact amount," said Mr. Ramsey, consulting his notes. "The amount which Jay Gould does not and has not accounted for of the proceeds of the stock and earnings of the Eric road is \$51,425 710. The only way that he attempts to account of this deficit in part is to add the old account of the now definet New York and Eric Railway ceased to exist in 1862 and its account was closed. In a few days the king will find its doom and they will be brought to justice."

"Do you think," I said, "that the Eric Classification bill will be repealed by the Legislature?"

"There is not a doubt of it. I tell you, sir, the storm will burst very soon, and woe be to those who are caught in it."

And the old gentleman was a wise prophet in his

And the old gentleman was a wise prophet in his way, and had sense enough to see what was com-

A BLAST FROM BINGHAMTON.

Eric To Be No Louger Controlled by Dishonest and Unscrupulous Men-Resolutions Favoring the Repeal of the Classification

A meeting of persons opposed to the present man-agement of the Eric Railway and in favor of the repeal of the Classification act, was held at Fire-men's Hall, in this place, on Saturday evening. The following resolutions were discussed, without opposition, and passed by a unanimous vote:—

opposition, and passed by a unanimous vote;—
Resolved, That capitalists, Americans or foreigners, who by their enterprise bring sequestered regions into connection with great commercial centres, are equally deserving of protection under our laws.

Resolved, That the good name and repute of the people of the State of New York, as well as common honesty, require that all stockholders in corporations formed under our laws should have equal and just protection, and that each and every home just stockholder should have a voice in the central and management of such corporation in proportion to the amount of stock held by him.

Resolved, That our representatives in the Senate and Assembly be requested to obtain, if possible, by proper means, the repeal of the Classification act, so called, which has enabled unscrupulous men to obtain control of the Eric Rajiway and to retain its possession, neless dislodged by legislation, and that provision be made by law for a fair and honest election of directors by the local Ade stockholders of such railway.

Resolved, That our Representatives be also requested to

Property.

Resolved. That we regard the issues involved in the struggle before the Letislature with those who compose the present Erie management as vital to our honor as a State, to the purity and to the sastety of Individual rights; and that we shall deem our representatives as unworthy of our confidence if they fail to give to the measure before indicated their influence and support.

MR. GORDON DEPINES HIS POSITION.

TO THE EDITOR OF THE HERALD:intended to apply to me I would merely say that I Intended to apply to me I would merely say that I have no connection whatever with the families to whom you refer, and I can in no way be responsible for the speculative ideas of my position. Suffice I to say that I am a large stockholder in the line, and have but one desire, and that is to see my interests in the hands of those who will administer them justly. I am, sir, your obedient servant, G. GORDON.

METROPOLITAN HOTEL, March 11, 1872.

THE STATE CAPITAL.

ALBANY, March 11, 1872. There is a rumor affoat that the committee on the charges against Senator James Wood will make their report to-morrow, and that it will be unfavor-able to the Senator. He is in town this evening, but it is rumored that he has not come to stay and that he will send in his resignation before the report is made. In this con-nection it may be stated that Senator Tieman intends soon to lay before the Senate the facts and figures relating to the construction of the Ninth Judicial district Court House which, it is to fraudulent warrants made out on work alleged to have been done and materials alleged to have been furnished for the building. On the strength of these facts and figures he will move that the Senate take some action in relation to Mr. Tweed's seat, and at once to settle the mooted question whether or not the Fourth district is to have a representative in the Senate this session.

NEW YORK LEGISLATURE.

In the Senate to-night a memorial of the New York Chamber of Commerce in favor of exempting

York Chamber of Commerce in favor of exempting mortgages from taxation was received.

The bill to prevent abortions and to punish those attempting the same was ordered to a third reading. Also the following bills:—Regulating the duties of assessors and collectors of taxes, except in New York and Kings counties.

To alter the map or plan of the city of New York by closing part of the driveway at Eighty-sixth street.

street.
To protect the purchasers on the sales of real estate of infants by special guardians prior to January 1, 1852.
To incorporate the Union Stock and Market Company of New York.
Adjourned.

Assembly.

ALBANY, March 11, 1872.

The House met at half-past seven P. M. A communication was received from the New York Board of Health in answer to a resolution of the House inof Health in answer to a resolution of the House in-quiring as to the correctness of reports concerning the establishment of a manure depot in that city at the foot of rorty-seventh street. The Board, after detailing its action, which showed the establish-ment of this depot, concludes by submitting a bill which they ask shall become law, and which will enable them to remove summarily all well lounded complaints in respect to dumping manure in said city. The bill punishes the offender oy a fine of \$100 for each offence of dumping a load of manure in said city.

for each offence of dumping a load of manufe in said city.

Mr. SMILEY reported adversely on the bill to repeal the act fixing the price paid for publishing session laws in the various counties. The report was agreed to and the bill rejected.

BILIS INTRODUCED.

By Mr. FIELDS—Providing for the improvement of the Eighth avenue, New York; fixing the assessments and grades.

By Mr. MOULTON—Regulating the use of the Fourth avenue, New York, by the Harlem Railroad Company.

By Mr. MOULTON—Regulating the use of the Fourth avenue, New York, by the Hariem Railroad Company.

RESOLUTIONS.

By Mr. FIELDS—That Richard O'Gorman, Corporation Counsel of the city of New York, report to this House, within twenty days, the title of all suits and proceedings during his term of office to set astice asses—ments for local improvements, the names of attorneys, and other information connected therewith: also the detects in the present laws relating to levying assessments and the collection of the same, and submit a law on the subject. Adopted.

THE THIRD JUDICIAL DISTRICT COURT HOUSE.

By Mr. FOLEY—That P. Canary, Edward J. Shandley and John Cox, Commissioners to build the Third district Court House, in the city of New York, report amounts of liabilities incurred by them, paid or unpaid, work done, services rendered, material furnished, by whom, what price, work to be done, the estimated cost thereof, their own claims, hald or unpaid, and other like information. Adopted.

The House went into Committee of the Whole and disposed of the following bills:—Authorizing the city of Rochester to raise money to pay its debt and to issue bonus to pay for a free academy. Ordered to a third reading.

Also to legalize bonds issued by the same city in ald of the Chicago sufferers. Third reading.

Also to legalize bonds issued by the same city to pay off its debt for Arsenat square. Third reading.

Also reporting the act of 1871, extending the term of office of the Board of Aidermen of New York. Third reading.

To authorize the New York Life and Trust Company to take ceposits to the extent of ten times its capital and surplus; authorizing the company to take ceposits to the extent of ten times its capital and surplus; authorizing the company to take ceposits to the extent of the state. A lengthy debate ensued on this bill as to, the value of different securities, when finally progress on the built was reported.

O'BALDWIN AND MACE.

The "Irish Giant" Scathing the New Yorker.

Cowardice, Petty Dealing and a "Heavy" Challenge.

Pittsbuag, Pa., March 11, 1872. O'Baldwin's reply to the communication of Jem face has been forwarded for publication to the Eastern sporting journais. It is couched in language more expressive than elegant, and is a literal blow that calls for the tossing up of the sponge. He accuses Mace of almost having given the finishing blow to pugills m, and that he has disgraced a good old institution that was the means through which he escaped from the dross of the dregs of octety from which he sprung. O'Baldwin consociety from which he sprung. O have the stinues:—When Mr. Mace was not quite ffity years of age a craven heart would not allow him to fight me, and a scheme fully equal to his Canadian affair procured for him timely relief of an arrest.

Mr. Mace says "I well know his backers will not allow him to go to New Orlean." His assertions are false, as I have no knowledge of who his backers are. Mr. Mace says "I have said I have been aching for years to get square with him." If I get him within the "roped square" I shall make him fight square, and skulking in his corner will not save him from me. I will keep him company there. He also says if I do not make a match, if ever we meet he shall try to make me toe the mark. He shall very soon have an opportunty of toeing the mark with me, either in or out of the ring, or both, if he pleases. I will meet Mr. Mace at Henry Monaghan's, sell Walnut street, Philadelphia, on Thorsday, the 1sth list, between six and eight P. M., to sign articles according to his own terms.

THE LOWERY BANDITS.

The Murder of Boss Strong Confirmed.

His Brother's Wife Acknowledges the Removal of the Body by His Confederates.

WILMINGTON, N. C., March 11, 1872. Intelligence received from Robeson county to-day tends to confirm the report of the killing of Boss Strong. The party of men who went to Andrew Strong's for the purpose of securing the body of Boss Strong returned to Shoe Heel yesterday and reported that they found a large quantity of blood on the floor of Strong's cabin; that Andrew Strong's wife acknowledged that Boss was killed, and that the other members of the Lowery band had removed his body. There seems to be no doubt that McQueen shot Strong and killed him.

WEATHER REPORT.

WAR DEPARTMENT,
OFFICE OF THE UNIEF SIGNAL OFFICER,
WASHINGTON, D. C., March 12, A. M.
Synopsis for the fast Twenty-four Hours.

Synopsis for the last Twenty-four Hours.

An area of diminished pressure has moved from Georgia and Alabama eastward over the South Atlantic States, accompanied by rain from Florida and Tennessee to North Carolina, and snow thence to the Ohio Valley, Southern Pennsylvania and New Jersey. The barometer has risen from the upper lakes to the gulf, and has now extended to the Atlantic coast. Northerly winds, with clear weather, are prevailing over the Gulf States and upper lake region. Falling barometer is now nreupper lake region. Failing barometer is now pre-vailing over the northwest, with southeasterly

Probabilities.

The barometer will continue rising from Michigan to the Eastern Gulf and eastward to the Atlantic, with northerly and northwesterly winds, falling temperature and clear weather very generally. It will continue diminishing over the Northwest, with southerly to easterly winds and increased cloudiness during the night, and extenders and the continue of the continue o eastward on Tuesday over the Upper Mississippi valley. Dangerous winds are not anticipated for the Gulf and Atlantic coast to-night.

The following record will show the changes in the temperature for the past twenty-four hours in com-

........ THE UTAH TROUBLES.

Judge Strickland Opens Court for McKean-The Witnesses Against the Mormon Chief to Be Bailed to Appear When the Trials are Called. SALT LAKE CITY, March 11, 1872.

The third United States District Court met to-day, Judge Strickland presiding, vice Judge McKean, absent. The civil cases on the docket were called. Deputy United States Attorney High obtained an order from the Court that witnesses now present to appear in the trial of Brigham Young and others, set down for to-day, should give recognizances to appear when called for. The defendants counsel asked when the trial was to come off. The prosecuting attorney said, unofficially, that an adjourned term of the Court would probably be need for trial on the return of Chief Justice McKean. The time of the trial would be made known through the papers and notice be given counsel for preparation.

Ex-United States Attorney Bates' sfatement that Utan expresses entire satisfaction in his course with the Mormon prosecutions refers to the Mormons not to the Gentales, who universally condemn it. His removal receives the approval of the law-abiding portion of the population.

The train due here to-day has not passed Bryan. The trains are blockaded at simpson and other points. absent. The civil cases on the docket were called.

points.

The weather is very threatening here. More trouble is anticipated.

EUROPEAN MARKETS.

LONDON MONEY MARKET.—LONDON, March 11—4:30 P. M.—Consols closed at 1825 for money and 1225 for the account. American securities dull. United States rectwenty bonds, 18627s, 192; ten-forries, 193, 19627s, 192; ten-forries, 194, Paris, Morb 11—P. M.—Rentes closer

PARIS BOURSE.—PARIS, March 11—P. M.—Rentes closed at 56f, 65c.
FRANKFORT BOURSE.—FRANKFORT, March 11.—United States five twenty bonds, 95 a 88½ for the issue of 1862.
Liverpool. Cottox Market.—Liverpool., March 11—4:30 P. M.—The cotton market closed quiet. Middling uplands, 11½d. The sales of the day have been 10,001 bales, including 3,000 for speculation and export. One thousand six hundred and nine bales of American cotton reached this port to-day from New Orleans Liverpool. Barenostuffs Market.—Liverpool. March 9—P. M.—Breasstuffs duil and unchanged.
Loydon Froduct. Markett.—Lowno v. March 11.—Tailow buryant at 49s. 24. a 50s. per cwt. Spirits turpentine 56s. per cwt.

SHIPPING NEWS.

Almanac for New York-This Day.

Sun rises...... 6 16 | Moon sets....eve 9 42 Sun sets...... 6 04 | High water...eve 10 47 OCEAN STEAMERS.

DATES OF DEPARTURE FROM NEW YORK FOR THE MONTHS OF MARCH AND APRIL.

Steamer.	Stil.	Destination.	Office.
Nevada City of Bristol	Mar 13 Mar 14	Liverpool	
City of New Y'rk Hermann	Mar 16 Mar 16	Bremen	2 Bowling Green
Wyoming City of Limerick.	Mar 20	Liverpool	
C of Washington Europa	Mar 23	Giangow	15 Broadway. 7 Bowling Green
Ville de l'aris Minnesota Atiantic	Mar 27	Liverpool	29 Broadway.
Ealtic	Apl 8	Laverpool	29 Broadway.
Pereire	Apl 6	Havre	58 Broadway.

PORT OF NEW YORK, MARCH II, 1872.

CLEARED.

Steamship Franconia, Brage, Portland—J F Ames. Steamship Acushnet, Rector, New Bedford—Ferguson & Vond. Bark Alice (Br.), Windermere, Liverpool—H Sweetland & Co.

Bark Pons Ælli (Br), Wetherall, Cork for orders—Punch,

Edye & Co.

Bark Sappho, Wilbur, Valparaiso and Arlea—Fabbri & Sappho, Wilbur, Valparaiso and Arlca-Fabbri & Channey,
Channey,
Bars mary Ridcout (Br), Tucker, Montevideo and Buenos
Avres—J Norton, Jr.

Venturg.
Schr A M Dickinson, Dickinson, Corpus Christi-Evans, Schr Neille Snow, Snow, Norfolk-C E Staples.

REPORTED BY THE HERALD STEAM YACHTS.

Steamship Regulator, Freeman, Wilmington, NC, with na-ral stores to the Lorillard Steamship Co. Steamship Issae Bell, Blakeman, Richmond, City Point and Norfolk, with misse and passengers, to the Old Dominson Steamship C. amship Volunteer, Howe. Philadelphia, with muse, to masthead and bobstay, and blew away maintopmast staysail.

Bark Ellen Stevens (of Portland), How, Matanzas 24 days,
with molasses to order; vessel to master. Had strong gales
from NW to NE the entire passage; was 16 days morin of
hatteras; March 2, lat 37 30, lon 72, had a heavy NE anow
storm, hasting 24 hours.

Bark S W Hobbrook (of Portland), Polleys, Sagma 19 days,
with sugar and 3 passengers, to Breti, Son & Co. Was 15
days north of Hatteras, with heavy NW and NE gales; lost
and split sails, stove bulwarks, &o. March 2, off Cape Henry, saw brig Clara Jankins, from Canbarten for New York;
no date, in the north edge of the Gull.

Arry, and brig Clara Jankins, from Canbarten for New York;
of wrecked stuff, consisting of tumber and hathers
of wrecked stuff, consisting of tumber and hathers
port, RI, March 3, with coffee to E Pavensetod & Co; vessel
to Feniston & Co. Had moderate weather up to the latitude
of Bermuda; from theme heavy NE and NW gales. March
4, off Barnegat, took a pilet from boat Jas W klwell, No 7,
Feb 15, lat 18 26, lon 74 25, spoke bark Hvs, from Maracaibo
for New York.

Briz Nellie, Owens, St Thomas, 25 days, with old from to

Brig Havana, Bennia, Matanzas 22 days, with sugar to Jas E Ward & Co. Was 16 days north of Hatteras, with heavy northerly and westerly gales.

Brig Oak Point (Bri, Wright, Matanzas 24 days, with sugar to order.

Brig Amelia Emma. Carlon, Matanzas 16 days, with molasses to order: vessel to Walsh, Field & Way. Was 10 days north of Hutteras, with heavy NE and NW gales; split sails, store boat and received other damage. March 3, lat 55 30, lon 74 40, saw a quantity of wreczed stuff, consisting of a vessel's after house, barrels, &c.

Sobr May Morn (of Bath), Hatch, Demarara 35 days, with sugar and molasses to H Trowbridge's Sons; vessel to Bentely, Ellier & Co. Had mes weather up to between lat 25 and since heavy NE and NW gales; lost foregaff and main sheet or celer; was 11 days north of Hatteras. Feb 19, lat 30 34, lon, a, spoke schr Jaems K Lawrence, hence for St. Domingo. San 5, on the outward passage, A O Anderson, mate, a night of the control of Hatteras. Feb 20, lat 30 4, lond and the control of Hatteras. Feb 3, with sait to C A and New Schr Irecta to the Research of the control of Hatteras.

Schr Irecta to the gale, and was drowned: to H W Loud & Co. Had heavy northerly gales the entire passage; split sails, and carried away gaffs and chain plate: was 12 days north of Hatteras.

Schr Irecta to the Schr Research of Hattera. Schr Research of Hatteras.

Schr Irecta to the Schr Research of Hattera.

Schr Irecta to the Schr Research of Hattera.

Passed Through Hell Gate. Passed Through Hell Gate.

EOUND SOUTH Schr Sarab Jane Gurney, Gurney, New Haven for New York. (Was frozen in at Little Baysite since 5th Inst.)
Schr Allan Gurney, Gurney, New Haven for New York.
(Re bound of City Island.)
Schr Gustle Wison, Floyd, Rockport for Newbern, NC, with ice. sith ice. Schr Orion, Smith, Providence for New York.

Schr Grion, Smith, Providence for New York.

BOUND EAST.

Steamship Franconia. Braus. New York for Portland.
Steamship Acushect. Rector. New York for New Bedford.
Schr Clyde, French, Georgetown, DC, for Cohnsact.
Schr Samuel Castner, Lake, Philadelphia for Providence.
Schr Mary B Reevez, Maloney, New York for Boaton.
Schr H Blackman, Arnoid, Port Johnson for Apponning.
Schr James L Malloy, Malloy, Philadelphia for Wareham.
Schr Charlie Miller, Jones, Virginia for New Haven (in Jow).

schr Charlie Killer, Jones, Virginia for New Haven (in Jow).
Schr Helen Mar, Ward, Elizabethport for Boston.
Seer Margaret Kennedy, Lord, Elizabethport fer Milford at anchor off Whitestone).
Schr Benj Strong, Sullivan, Port Johnson for Wareham.
Schr Uncas, Champlin. Baltimore for New London.
Schr Goo Rogers, Young, New York for Greenport.
Schr Erng, Champlin, New York for Greenport.
Schr Enginer State, Halnes, New York for New London.
Schr Tickler, Farrell, New York for New London.
Schr Riantie, Condon, New York for New London.
Schr Allantie, Condon, New York for New London.
Schr Angeline Yan Cleaf, Cousins, Hotoken for Provience (tee bound off Hammond's).

Steamship Thorvaldsen, for Stockholm.

STEAMBHP METROPOLIS—Capt Castner, of the steams Metropolis, at Wilmingt in, NO, reports as follows:—Sa from New York, 2d inst, at midnight; on Monday, at 12 while of Hatteras, broke after crank pin, disabling vessel as far as steam was concerned tirely; the wind at the time being fi the zouth, bore in the direction of Hat inon Roads. At midnight, however, the wind changed to northward, blowing heavily, when, inding that the z could not reach Hampton Koads, bore up again for Wilm ton or the nearest port, arriving off the Bar on the 7th, a AM. At 4 PM received assistance from the United St government steaming J T Easton, and was too over the Bar, and was subsequently towed the city by the steamer Waccumaw, airiving at her whar. I PM, the vessel being in good condition with the single ception of the breaking of the crank pin. At the time of accident the steambile San Salvador, bound from New Y to Savannan, was in company with the Metropolis, Sig used the vessel and seni report by the capitain to Savannan Educator and seni report by the capitain to Savannan Company of the steam of the control of assistance renewed, and capitain to Savannan of the steam lo Savannan, we see and sent report by the captain of the steaming trad the vessel and sent report by the captain of the steaming Capt Cashrer returns thanks to the captain of the steaming Eaton for assistance rendered. The revenue cutter W H Seasard for assistance tendered. The Metropolis behaved well at sea, making 8 knots under sail, and part of the time as high as 9 knots and hour. It is exceeded that she will be ready to sail on Monday (resterday).

STEAMSHIP PANTHER, Mills, from Boston for Philadelphia, which went ashore about 3 miles north of Barnegal during a thick fog night of 9th inst, was got off yesterday (Ilth, at 9:15 AM, by the Coast Wrecking Co's steamer Amanda Winants, and towed to this port, having lost he

rudder.

SHIP WINDFIRLD SCOTT (Br), which was stranded at Savannah some time since, sold at section, and subsequently required, has gone under the North German flag, and is now called the Savannah. A port warden's inspection held at Savannah eth pronounced her seaworthy.

Bute CLEO (Br), ashore below Wilmington, NC, is a total loss. All the cargo, with the exception of 7 bbls spirits and about it bbls rosin, has been saves and brought up to Wilmington. The vessel's spars have been removed, and the wrecking steamer returned to the wreck 7th, for her anchors and chains.

wrecking steamer returned to the wreck 7th, for her anchor and chains.

Schr Jane P Durfer, Murty, from Georgetown, DC, for Fall River, with \$7' tons coal, before reported abandone reports ist inst was caught in a heavy gale and snow storr from the north, while under closereried sail, turning the vessel to the northeast. The schooner sprung a leak, and was soon found that she had 3 feet of water in the hold. A the sails were blown away except the storm trysall. On the 3th its moderated, bit was found there was 5 feet of water in the hold. The pumps were all manned, but as it was ascertained that the water was rapidly gaining on them and the vessel fast smiling, it was judged expedient to abandon her, the officers an crew being taken off by the schr John, from New York, and shore on Body Island 5th Inst. The vessel and cargo are total loss.)

Schr Wallace M Perroul, from New York for Chine. Ioual 1988.)
Schr Wallace M French, from New York for Chineo-teague, lost both masta, sails, rigging, &c, in a gaic 2d inst; was fallen in with 3d, and towed to Baltimore 9th, by schr Wild Pigoon, from New York.

SCHR CENTRAL AMERICA, of Boston, from Bath, Me, for Cuba, put late Laverpool, NS, 8th Inst, leaking, and with sails spill. SCHR EMMA, from Virginia, with oysters, before reporte Sonn Hector, Higgins, from Boston for Savannan, put into Norfolk 7th Inst, with salls split. Missing VESSEL-Schr Charles E Pai e (of Philadelphia Grace, salied from New York for Wilmington, NC, Feo 12 with a cargo of ratiway fron, and has not since been heard from.

Miscellaneous. SCHR FRANCES EDWARDS, from Boston for New York, before reported in the ice off Chatham, arrived safely at Hyannis 11th, without assistance. Netice to Mariners.

The Harding's Ledge Bell Boat, recently swept away by the ice, has been replaced. By order of the Lighthouse Board. J G WALKER, Lighthouse Inspector, 2d dist Boston, March 9, 1872.

Boston, March 9, 1872.

Whalemon.

Arrived at St Helena Jan 26, bark Globe, Tripp, of New Redford—put in for medical advice (and proceeded 27th to Redford—put in for medical advice (and proceeded 27th to ornise).

Arrived at do Jan 18, Orray Taft, Howland, of NB (and sailed 30th to cruise).

Ship Spienoid, Jernegan, of Edgartown, was at Talcahusin Jan 20, having taken 120 bbis ap oil last cruise—2040 bbis ap all told. Would cruise a few weeks off Guado, and then put away for home, expecting to arrive in June.

Schr Seima, at Honothii Jan 8, reports speaking Jan 4, ship Niger, of NB, Grant, 14 mos out, with 1100 bbis, 400 ap), shil told, which vessel reported speaking ship Milton, with 1500 bbis, all told.

Bark Lagodia anchored at Enderbury's Island Dec 9, clean; had sprung foremast 14 days out frem Honothiu.

Ship Gov Froup, Castino, of NB, was at Care Town Jan 17, with 1200 bbis ap and 400 do wh oil. Would be at home in May next.

with 1256 bbis ap and all to was off Guaffo, Chi.l, about the Bark Cleone, Luce, of NB, was off Guaffo, Chi.l, about the middle of January, with 66 bbis off since leaving Navigator's Hark Cleone, Luce, of NB, was off Guard, Chil, about the middle of January, with 60 bils oil since locating Navigator's Islands.

At Norfolk Island Sept 25, Milton, NB, 1450 bbls sp. 50 wh; Oct 4, Janut. Westport, 250 sp.; Oct 15, Sea Ranger, NB, 750 sp.; Oct 55, Louse, NB, 150 wh; Oct 31, Coral, NB, 250 wh, 600 sp.; Tamerlane, NB, 500 sp. (and was at Symmetry Jan 9 with 85 bbls more sp.; Nov 1, Ngor 18, Louse, Ab, 150 sp.; Nov 10, Lydia, NB, 550 wh, 150 sp.; 100 wh.; Dec 6,

Ork.
GENOA, Feb 19-Sailed, bark Biaggino (Ital), Chiesa, Phil-

via Newport.

Cleared 24th, Onni, Jensen, Philadelphia.

Ent out 24th, Formose, Dussarget, and Antarctic, Flinn
New Orleans; England (a), Andrews, New York; German
(a), Trocks, and Peruvian (s), Smith, Portland; Agra, Fisher
Philadenth. hliadesphia.

LONDON, Feb 28—Arrived, Cypric, Wallis, New York.

Sailed Mth, City of Hamilton, Perkins, Philadelphia.

LITERPOOL, NS, Feb 22—Arrived, prig Samuel Muir (Br), icks, Baltimore via Halifax.

RESINA. Feb 16—Arrived, Tubal Cain, Stone. Catania; th, Hornet, Hopkins, and Tidal Wave, Crosby, Genoa; Evera, Kolin, do.

Hth—Arrived, steamer Neptune, Baker, New York; bark Howinal, do.

Also arrived lith, steamer Wm Crane, Baltimore,

Also arrived lith, steamer Wm Crane, Baltimore,

Alor Mole E. March 9—Arrived, schrs Wild Pigeon, Endicate, New York; A G Ireland, Townsond, Providence; H D May, May, Moston.

Cleared-Steamship Ohto (NG), Basse, Bremen via Southampton; brig Parana (Br), Edgett, Weat Index; schrs A L bockwood, Hoocken, Helen Hasbrouck, Hall, do; Maria Pierson, Grant, Jersey City.

Railed—Steamers Onto, for Bremen; Liberty, for Havana, CHARLESTON, March 11—Arrived, schr E K Dresser, from Havana.

GALVESTON, March 9—Sailed, steamship Victor, Gates, Havana. KEY WEST, March 9—Sailed, steamship Ariadoe, Doane (from Galveston), New York. MOBILE, March 6—Arrived, sohr Chas R Filit, Donglass, MOBILE, March 6—Arrived, schr Chas R Flint, Douglass, New York.

NEW GRLEANS, Marbh 10—Arrived, steamships United. States, Crowell, and Geo Cromwell, Ciapp, New York. Sailed—Steamships Western Metropolis, Cutek and George Washington, Gager, New York. NORFOLK, March 8—Arrived, schr J V Weilington, Rock-port; aloop E Frazier, Carson. Keyport for Baltimore. Salled—Schr Aldana Rokes, Rhodes, New York. NEWBERN, NC, March 10—Arrived, steamship Zodlas. Salied—Son's Admin a Lycke, Robotes, New York.

NEW BERN, NC, March 19—Arrived, steamship Zodiae,
Chaptin, New York.

NEW PORT, March 9.8 AM—The following vessels are in
the ice in Newport harbor:—Brig H Means; acras Elieba.

T Smith, Zoe, Iris, M B Mahoney, Florence N Tower, Moses
Williamson, W B Darling, T P Cooper, M L St Pierre, Wm
Butter, Etta E Sylvester, Abbie E William.

NEW LONDON, March 8—Arrived, steaming Gen Burnside, New York (having been purchased by the Thames River
Towboat Co).

PENSACOLA, March 7—Arrived, schrs Jos Wapies, Fowler, Galveston; Lottle Ames, Wooster, do.
Cleared—Bark Soptimus (Sp), Sarachova, Liverpool; schr
Bessie Morris, Allee, Philadelphia.

PHILAD LLPHIA, March 9—Salled, steamship Nestorian,
Auid, Liverpool.

Cleared—Schr Baltic, Parker, New York.

PLYMOUTH, March 9—Salled, steamship Nestorian,
FLYMOUTH, March 2—Arrived, schr Risk, Holmes, Baltimore.

Baltimore.
RICHMOND, March 8—Arrived, bark Adelaide Pendergast (Br), McVay, Haltimore, to load flour for Eahla.
SAN FRANCISCO, Feb 26—Sailed, bark Hadda (NG), BAN FRANCISCO, Fee 20—Sailed, Bark Ladac (NO),

18th—Sailed, ships Frolic, Bush; Fleetford, Stover, and
Semiramis, Gerrian, Newcastle, NSW; Arkwright, Caulkins,
New York; Young America. Cummings, Liverpool; Joseph Clark, Carvar, Pacasmayo, Peru.

19th—Arrived, ships Factoius, Lobey, Liverpool; John Lidgett (Br.), Polsen, Manila.

Sailed—Bark Notre Dame de la Providence (Fr), Langren, Burrard Inlet. gren, Burrard Inlet. SAVANNAH, March 7—Cleared, schr Olive, Plunket, Providence.

11th—Cleared, steamship Montgomery, Faircloth, New York; schre B N Irons, Jacksonville, to load for New York; S L Russell, do, to load for Philadelphia; H G Bird, for Greenport, Li; S T Knight, New York.

MISCELLANEOUS.

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